

## **AMENDMENTS TO THE SPECIFICATION**

Please replace the paragraph [0021] in the published version of the above-captioned application with the following rewritten paragraph [0021]:

-- [0021] Referring to FIG. 1, a window regulator 104 fitted with the adjustment device according to the present invention is shown in a perspective view. It should be noted that FIGS. 1 and 2 show the final state of the device with respect to the window regulator 104, in which a relative movement of window regulator 104 and adjustment device is blocked due to pressure-force interaction between these elements, as will be further described below. --

Please replace the paragraph [0022] in the published version of the above-captioned application with the following rewritten paragraph [0022]:

-- [0022] The window regulator 104 comprises deflection rollers and guide rails. In the Figure, only one deflection roller 104a and one guide rail comprising dual rails 104b connected to one another by means of a platform 105 are shown. Further components of the window regulator 104 are not shown in FIGS. 1 to 3, as they are not relevant for this aspect of the invention. --

Please replace the paragraph [0023] in the published version of the above-captioned application with the following rewritten paragraph [0023]:

-- [0023] The ~~(not shown)~~ upper section (not shown) of the window regulator 104 as well as the upper sections [[as]] of the dual rails 104b are fixedly attached to an upper section of a vehicle door, typically just below an upper edge of the vehicle door, for example, to a belt line reinforcement member. Without the fixation of the window regulator 104 to the lower section of the vehicle door by means of the adjusting device according to the present invention and as described below, a pivotal movement of the window regulator 104 about its fixation at the upper section of the vehicle door is achievable. --

Please replace the paragraph [0026] in the published version of the above-captioned application with the following rewritten paragraph [0026]:

-- [0026] The base element 110 comprises an upper side 110a, a lower side 110b and walls 110c, 110d connecting the upper side 110a and the lower side 110b. Lower side 110b is formed with two wing-like extensions extending downwardly at an angle from the lower side 110b. --

Please replace the paragraph [0027] in the published version of the above-captioned application with the following rewritten paragraph [0027]:

-- [0027] In the upper 110a and lower 110b sides of the base element 110 there are provided elongate holes 111a, 111b respectively. --

Please replace the paragraph [0030] in the published version of the above-captioned application with the following rewritten paragraph [0030]:

-- [0030] A screw 114 provided with an inner threading 114a extends through the hole 113 in the slider 112 and the elongate hole 111b in the lower side 110b of base element 110. The screw 114 is provided with a first screw end 114b, formed as a screw head, and a second screw end 114c, formed with a slot, in which means for turning the screw 114 can be engaged. The first end 114b of the screw 114 rests on the base portion 112a of the slider 112. The screw 114 furthermore extends downwardly through hole 121 provided in door section 120, this hole 121 being aligned with holes 113 and 111b. --

Please replace the paragraph [0031] in the published version of the above-captioned application with the following rewritten paragraph [0031]:

-- [0031] A bolt 116 extends downwardly through the hole 105a in platform 105 and is fixedly attached to the platform 105. Bolt 116 is formed with a bolt head 116a resting on the platform 105. The lower end of the bolt 116 is formed as a threaded rod 116b which engages the inner threading 114a of screw 114. --

Please replace the paragraph [0033] in the published version of the above-captioned application with the following rewritten paragraph [0033]:

-- [0033] As mentioned, the window regulator 104, and thus platform 105 and bolt 116 are essentially fixedly mounted to the vehicle door in Z-direction in the upper section of the vehicle door. --

Please replace the paragraph [0036] in the published version of the above-captioned application with the following rewritten paragraph [0036]:

-- [0036] The screw 114 is thus initially, i.e. in its delivery state, in a position, where it engages the inside of the upper part 110a of the base element 110. ~~I.e. the~~ With the screw 114 in its delivery state, a gap x as indicated in FIG. 1 is minimized. The same holds for ~~[[the]]~~ a gap y depicted in FIG. 1 between the upper side 110a[[,]] of the base element 110 and platform 105. In this position, i.e. ~~screw 114~~ with the first screw end 114b not engaging the slider 112, the slider 112 is slideable within the base element 110 in Y-direction. Thus, the pivotal movement of the window regulator 104, as mentioned above, about its fixation in the upper section of the vehicle door, can be achieved. By means of such a sliding movement of slider 112 a desired angle of the guide rails ~~[[4b]]~~ 104b can be effectively set. In order to define specific positions of the slider 112 in Y-direction, the insides of walls 110c, 110d and the outsides of walls 112b are provided with interacting notches 117 and 119, respectively, as shown in FIGS. 2 and 3. --

Please replace the paragraph [0037] in the published version of the above-captioned application with the following rewritten paragraph [0037]:

-- [0037] On the upper side 110a of base element 110 there is provided at least one pin-like element 118 engaging an elongate hole 130 formed in platform 105. The elongation of hole 130 extends essentially in Y-direction. Thus, a rotation of the guide rail 104b relative to the base element 110 in case of a turning of screw 114 can be prevented. --

Please replace the paragraph [0038] in the published version of the above-captioned application with the following rewritten paragraph [0038]:

-- [0038] By turning screw 114 relative to bolt 116, screw 114 begins a downward motion relative to the bolt 16 and platform 105, whereby the gaps x and y are created. When the gaps x and y are fully formed, the head 114b of the screw 114 begins engaging slider 112. By further turning screw 114, a fixation of slider ~~[[114]]~~ 112 within the base element 110 can be achieved. In this engaging relationship, a further sliding movement of slider 112, and thus, a further pivotal movement of guide rails 114b is effectively prevented. --

Please replace the paragraph [0039] in the published version of the above-captioned application with the following rewritten paragraph [0039]:

-- [0039] At the same time, a tolerance compensation in Z-direction is achieved. The device according to the present invention achieves said tolerance compensation by creating a pressure force (essentially in Z-direction) between section 120 of the vehicle door and platform 105 of the window regulator 104. Thus, any deviations or tolerances in Z-direction, for example of the dual rails 104b or of the base element 110, can be effectively compensated. --